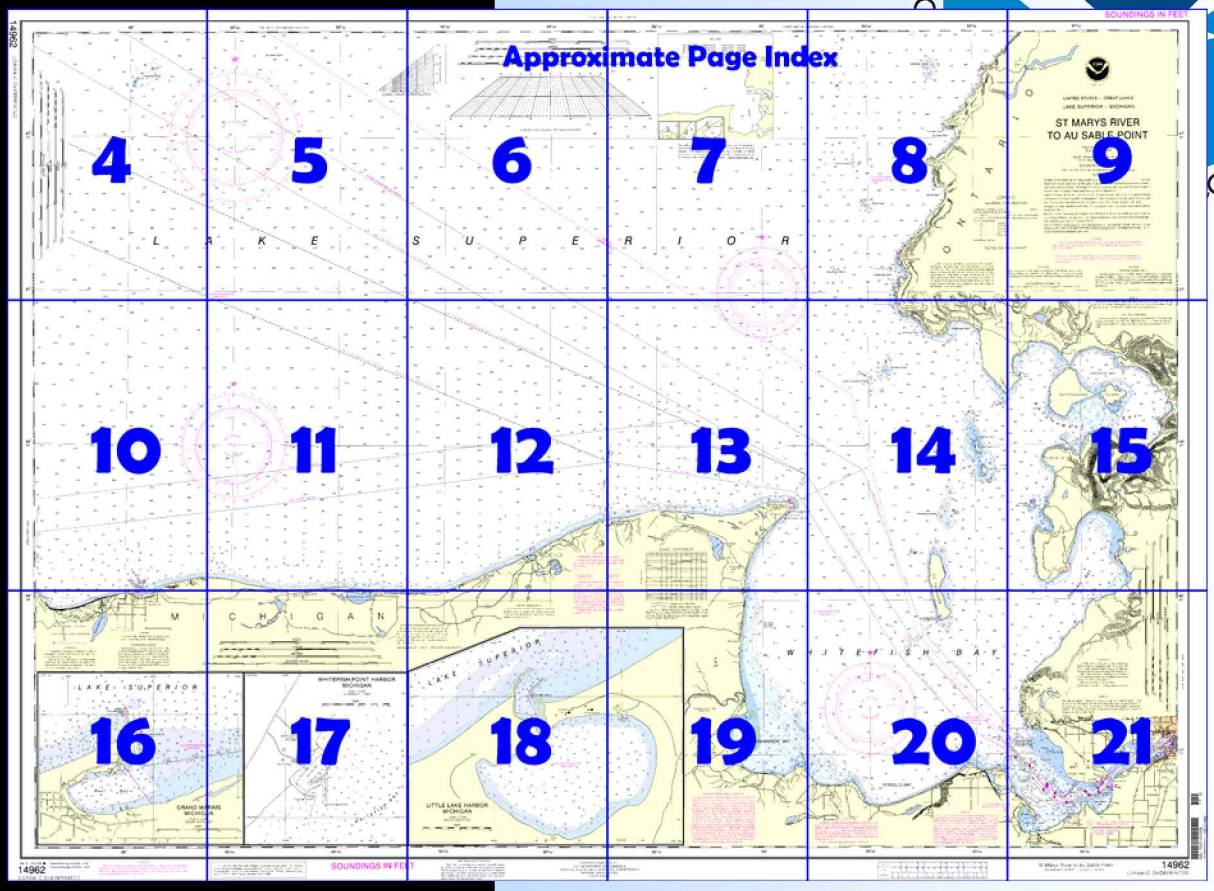
BookletChart™

St. Marys River to Au Sable Point

(NOAA Chart 14962)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

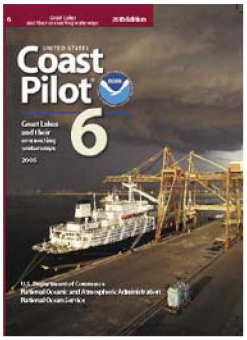
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 13 excerpts]

(58) **Whitefish Bay** is a large deep bay in the SE corner of Lake Superior in the approach to the head of St. Marys River. Point Iroquois (46°29.0'N., 84°38.0'W.), marked by an abandoned lighthouse, is on the SE side of the bay on the W side of the entrance to St. Marys River. Nodoway Point is 2.2 miles W of Point Iroquois. Mission Hill is a prominent 400-foot hill between the points. A rocky ledge, marked on the NE side by a buoy, extends about 2 miles N from Nodoway Point.

(59) From Nodoway Point, the S shore of Whitefish Bay extends 7.5 miles SW to the mouth of **Pendills Creek,** thence NW for 2.7 miles to **Salt Point. Pendills Bay** is the bight formed between the points. Shoals extend about 0.4 mile offshore in the E part of the bay and increase to 1 mile offshore NW of Pendills Creek.

(60) From Salt Point W for 3.8 miles to Naomikong Point, shoals extend 2 miles from shore, and thence the shoal limit extends NW across the mouth of Tahquamenon Bay. **Naomikong Point**, and **Menekaunee Point** close W, form the S entrance point of **Tahquamenon Bay**, the SW part of Whitefish Bay. A rocky ledge with depths less than 6 feet extends 1 mile N from Naomikong Point, and a 4-foot spot is 0.5 mile E of the point.

(61) **Tahquamenon River** flows into the W side of Whitefish Bay just N of the N entrance point to Tahquamenon Bay. A shoal with depths of 2 feet extends from the mouth of the river S for about 3.5 miles into Tahquamenon Bay. The entrance to the river is shoal and should be approached with care. In 1981, the channel across the bar had a controlling depth of 2 feet. The river is navigable by small boats for about 16 miles. In 1963, the least depth in this stretch was 3 feet. A launching ramp is on the S side of the river mouth. Fuel is available nearby.

(62) From the Tahquamenon River N for 15.5 miles to Whitefish Point, the shoal border decreases in width from 2.7 miles to about 0.2 mile. Ruins of two abandoned docks extend offshore at the mouth of **Shelldrake River,** 8.5 miles N of Tahquamenon River.

(63) **Whitefish Point Harbor**, entirely artificial, is on the NW side of Whitefish Bay about 1 mile SW of the tip of Whitefish Point. The harbor, protected by breakwaters on the N, S, and E sides, serves as a harbor of refuge for shallow-draft vessels.

(65) Transient berths for craft to 60 feet, and a launching ramp are available at a facility developed by the Michigan State Waterways Commission at the N end of the basin. Gasoline and water are available at a fishery dock on the W side of the basin.

(66) **Whitefish Point,** on the W side of the entrance to Whitefish Bay, has sandhills and some trees. In 1978, it was reported that the point was a poor radar target. **Whitefish Point Light** (46°46.3'N., 84°57.4'W.), 80 feet above the water, is shown from a white cylindrical tower on the point; a radar beacon (Racon) is at the light.

(67) From Whitefish Point WSW for 20 miles to Little Lake Harbor, the shore is sandy, wooded inshore, and generally bold. Shoals extend about 0.5 mile from shore. None of the rivers which empty into the lake in this stretch are navigable.

(68) An abandoned lighthouse at **Crisp Point** and the buildings at the abandoned Coast Guard station at Vermilion, 4.5 miles E of Crisp Point, are good landmarks.

(69) **Little Lake Harbor**, 20 miles W of Whitefish Point, is the only harbor of refuge in the 49-mile stretch between that point and Grand Marais. **Little Lake,** oval in shape, about 0.5 mile long and 0.3 mile wide, is separated from Lake Superior for most of its length by a low sand ridge and by higher bluffs along the remainder. The lake has depths of 18 feet and more with good water close to shore.

(71) Boat operators using the harbor are cautioned to use care in navigating the entrance area, and are advised that storm action may cause additional shoaling.

(72) A T-shaped dock developed by the Michigan State Waterways Commission is on the NE side of Little Lake. In July 1981, depths at the face of the dock were 6 to 7 feet. Transient berths, gasoline, water, and electricity are available. Other services are very limited because of the isolated location of the harbor.

(74) **Grand Marais, Mich** , is a village and small-craft harbor in **West Bay,** 29 miles W of Little Lake Harbor. It is an important harbor of refuge, being the only harbor of any kind along the dangerous 65-mile stretch of shore between Little Lake and Grand Island. West Bay has depths over 18 feet for a length of 1.3 miles and a width of 0.3 mile. The bay is separated from Lake Superior at the W end by a low sand ridge and at the E end by a shallow sandspit. The natural entrance to the bay, across the spit, has been closed by a pile dike. The dike is reinforced with riprap, but in 1981, it was in ruins and was not visible above the water.

Numerous submerged piles at the dike are a hazard to any craft.

(79) **Grand Marais Coast Guard Station**, operated on weekends during the boating season, is on the W side of the entrance channel.

Table of Selected Chart Notes

Ⓟ Pump-out facilities

Corrected through NM Feb. 14/04
Corrected through LNM Dec. 16/03

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.052" northward and 0.276" westward to agree with this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

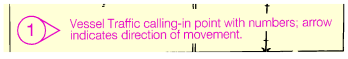
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sault Ste Marie, MI KIG-74 162.55 MHz (Channel WX-1)

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U. S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to the Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....601.1ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, U. S. Coast Guard and Canadian authorities.

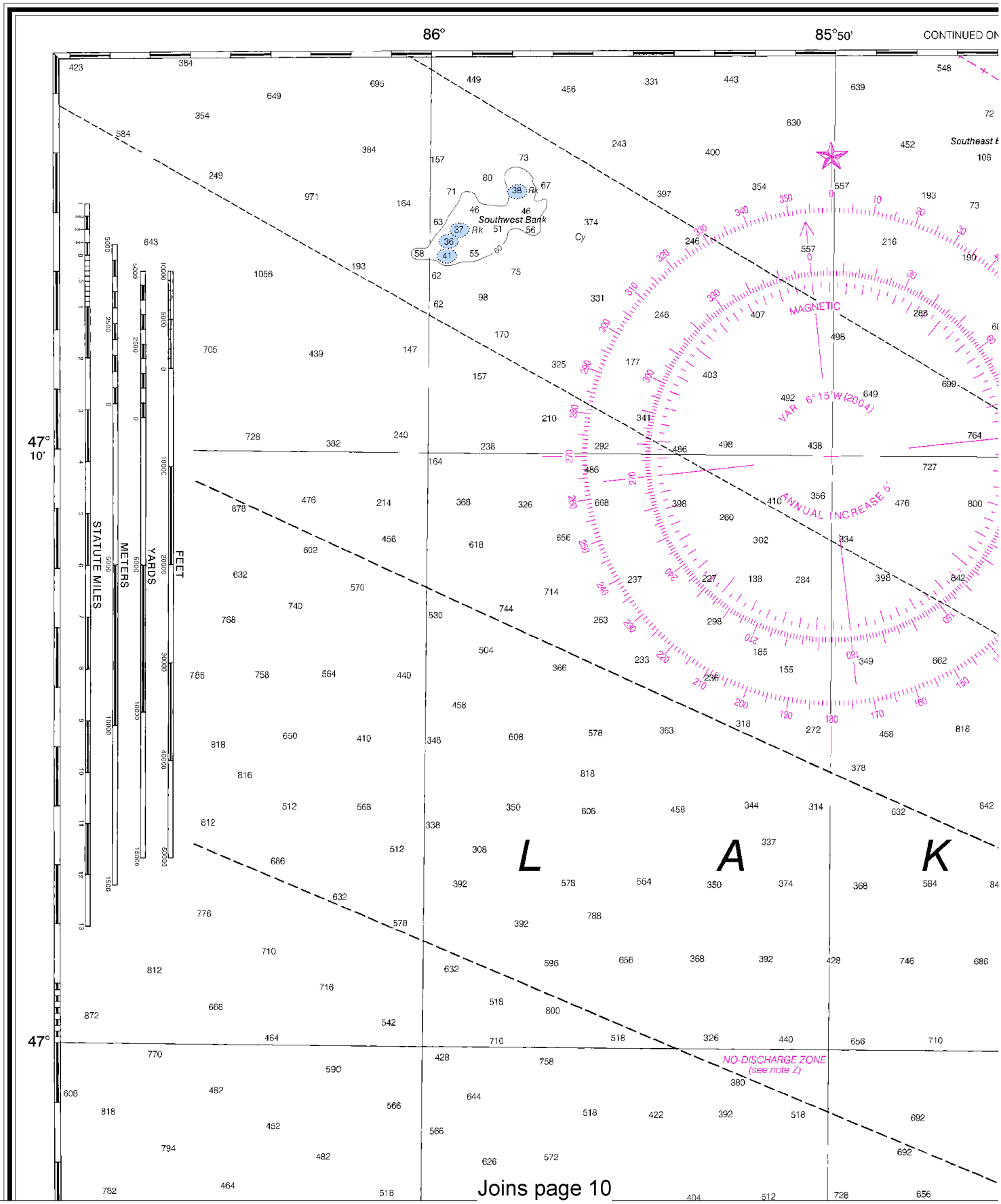
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

14962 LORAN-C OVERPRINTED

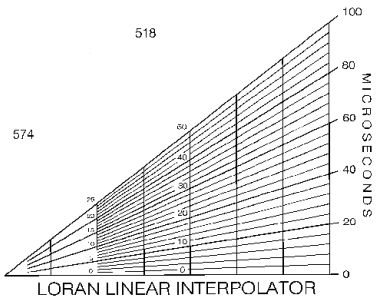


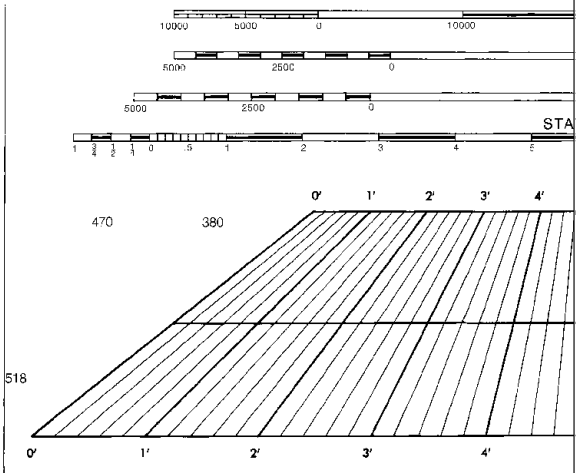
4

North

85°40'

85°30'





E S U P

300° 192 Miles to Passage Island Light (Upbound)

118° 175½ Miles from Passage Island Light (Downbound)

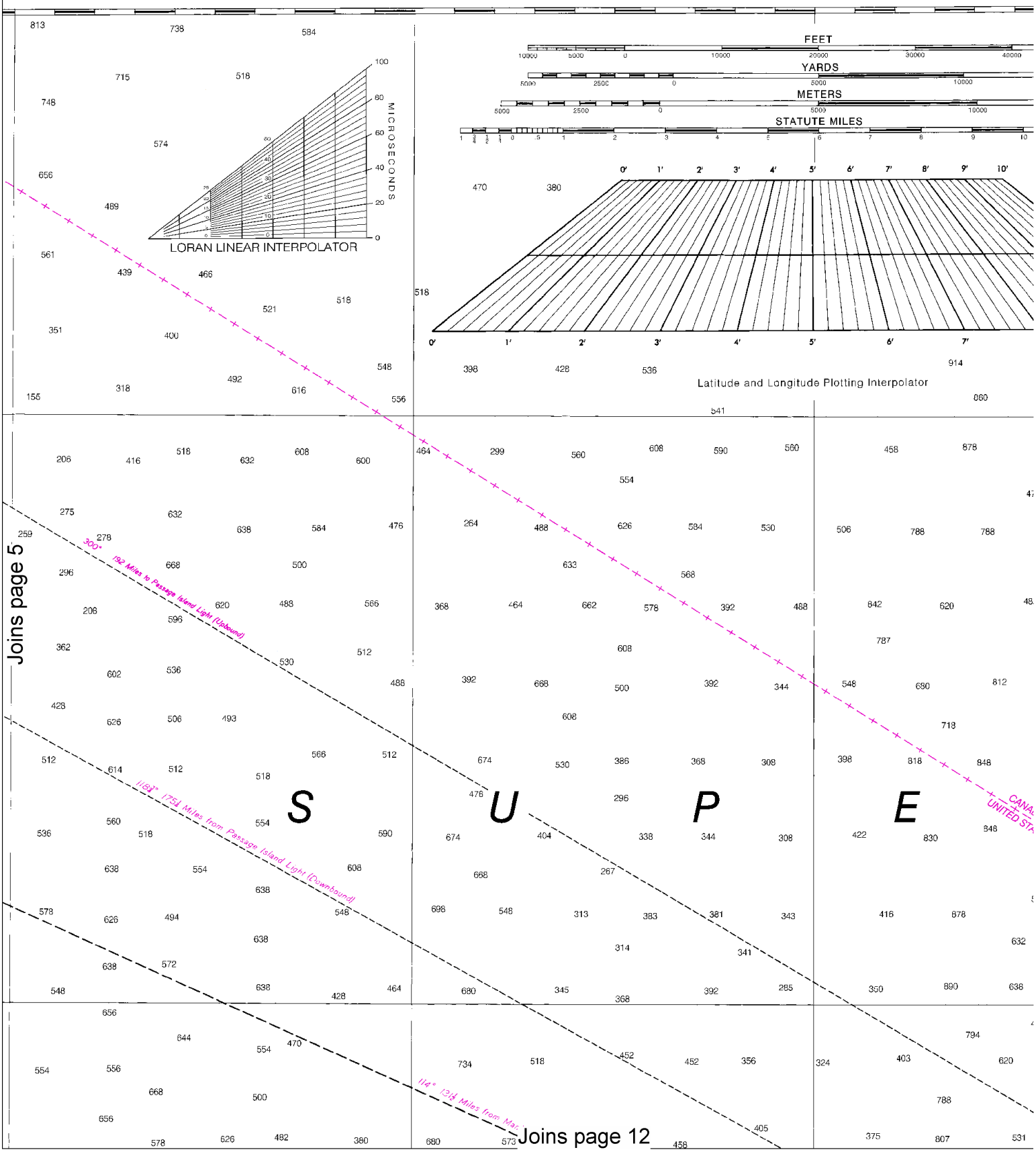
114° 134 Miles from Manitou Island

Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:160000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

85°40' 85°30' 85°20'

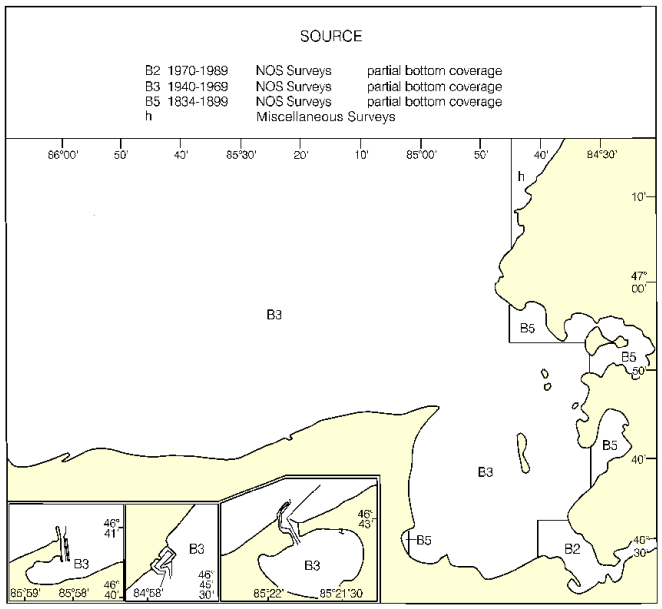


Joins page 5

Joins page 12

North

85°10' 85° CONTINUED ON CANADIAN CHART 2307 84°50'



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Siesta Shoal

Rousseau Bank

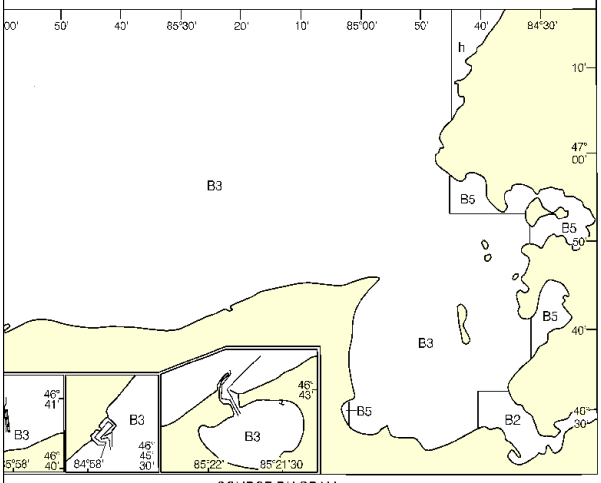
Joins page 8

Joins page 13

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.

SOURCE

B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B5	1834-1899	NOS Surveys	partial bottom coverage
h		Miscellaneous Surveys	



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Montreal Shoal

Ossifrage Isla

ALON

Siesta Shoal

Pt aux M

For more detail, see Canadian Chart No 2307

MICA BAY

YBY C "X"

Mica Shoal

Rousseau Bank

HIBBARD BAY

Hibbard Rock

FR 36ft 7 St M
RACON (--)
Mamainse Point

Coppermine Rock

Coppermine Point
Fl 4s 47ft 6 St M

Joins page 7

Joins page 14

I O R

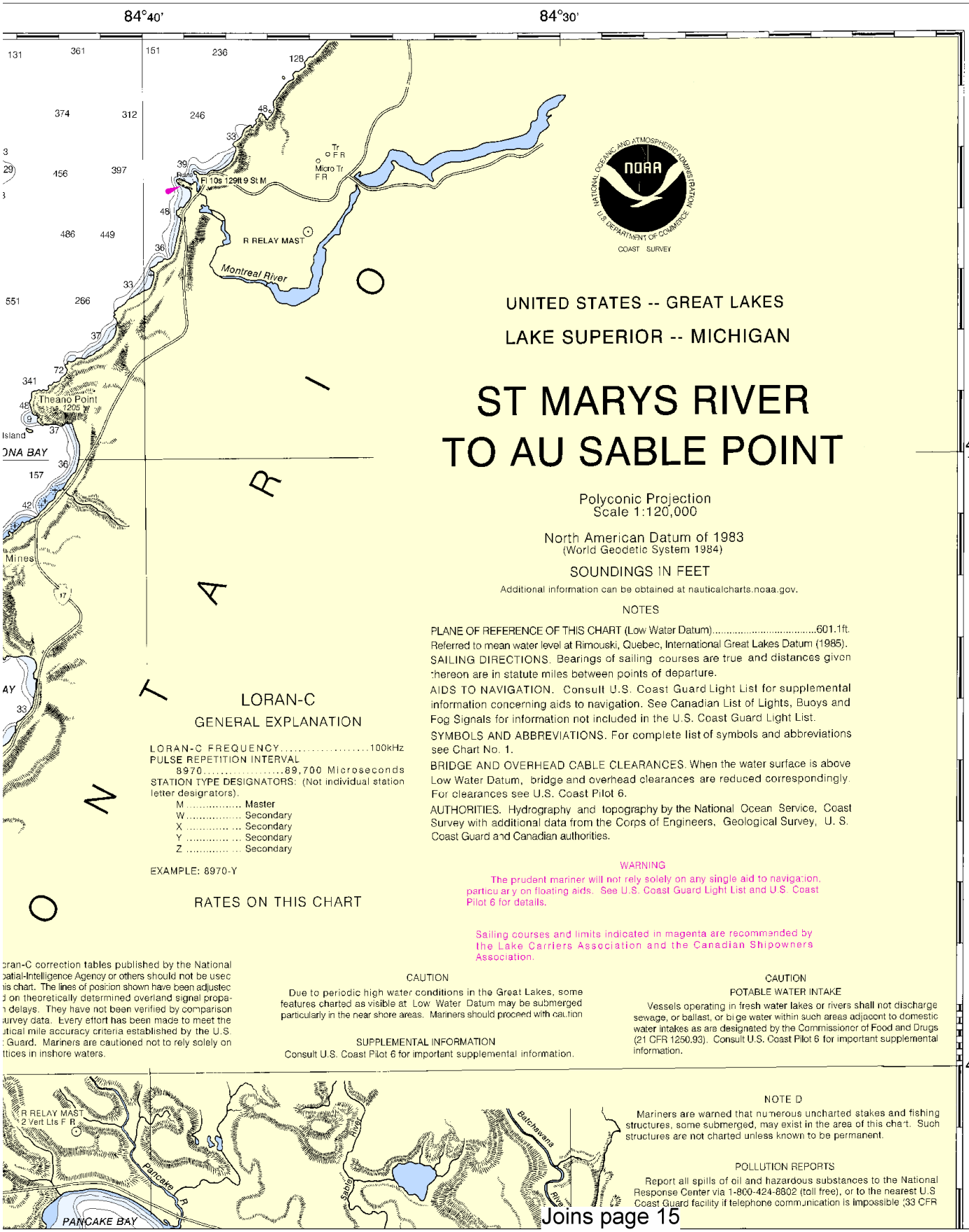
MAGNETIC

VAR 7°00'W(2004)

ANNUAL INCREASE 4'

North

SOUNDINGS IN FEET



UNITED STATES -- GREAT LAKES

LAKE SUPERIOR -- MICHIGAN

ST MARYS RIVER TO AU SABLE POINT

Polyconic Projection
Scale 1:120,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

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LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
8970.....89,700 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 8970-Y

RATES ON THIS CHART

oran-C correction tables published by the National patial-Intelligence Agency or others should not be usec is chart. The lines of position shown have been adjustec on theoretically determined overland signal propa- delays. They have not been verified by comparison urvey data. Every effort has been made to meet the utical mile accuracy criteria established by the U.S. Guard. Mariners are cautioned not to rely solely on ttices in inshore waters.

WARNING

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POLLUTION REPORTS

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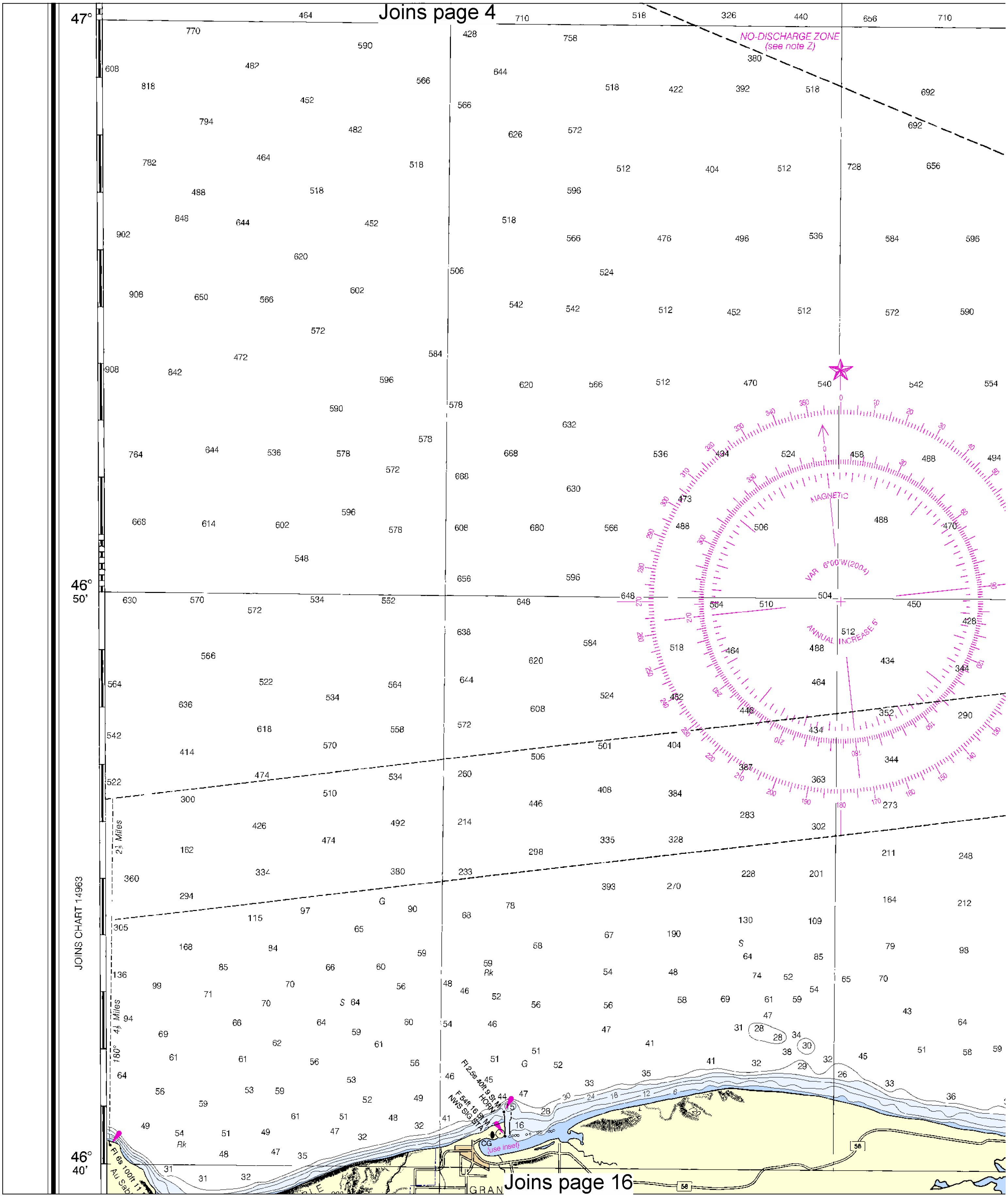
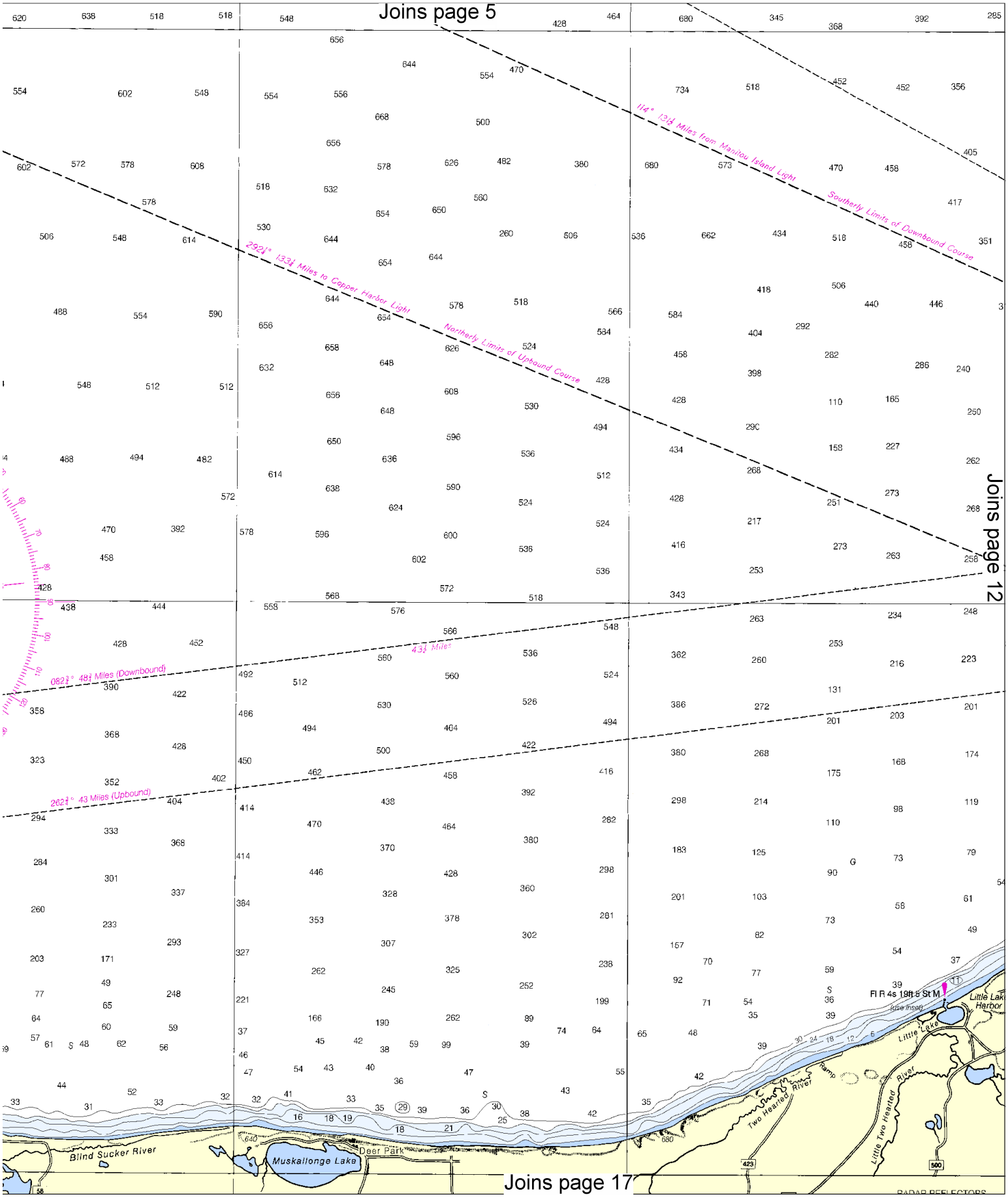
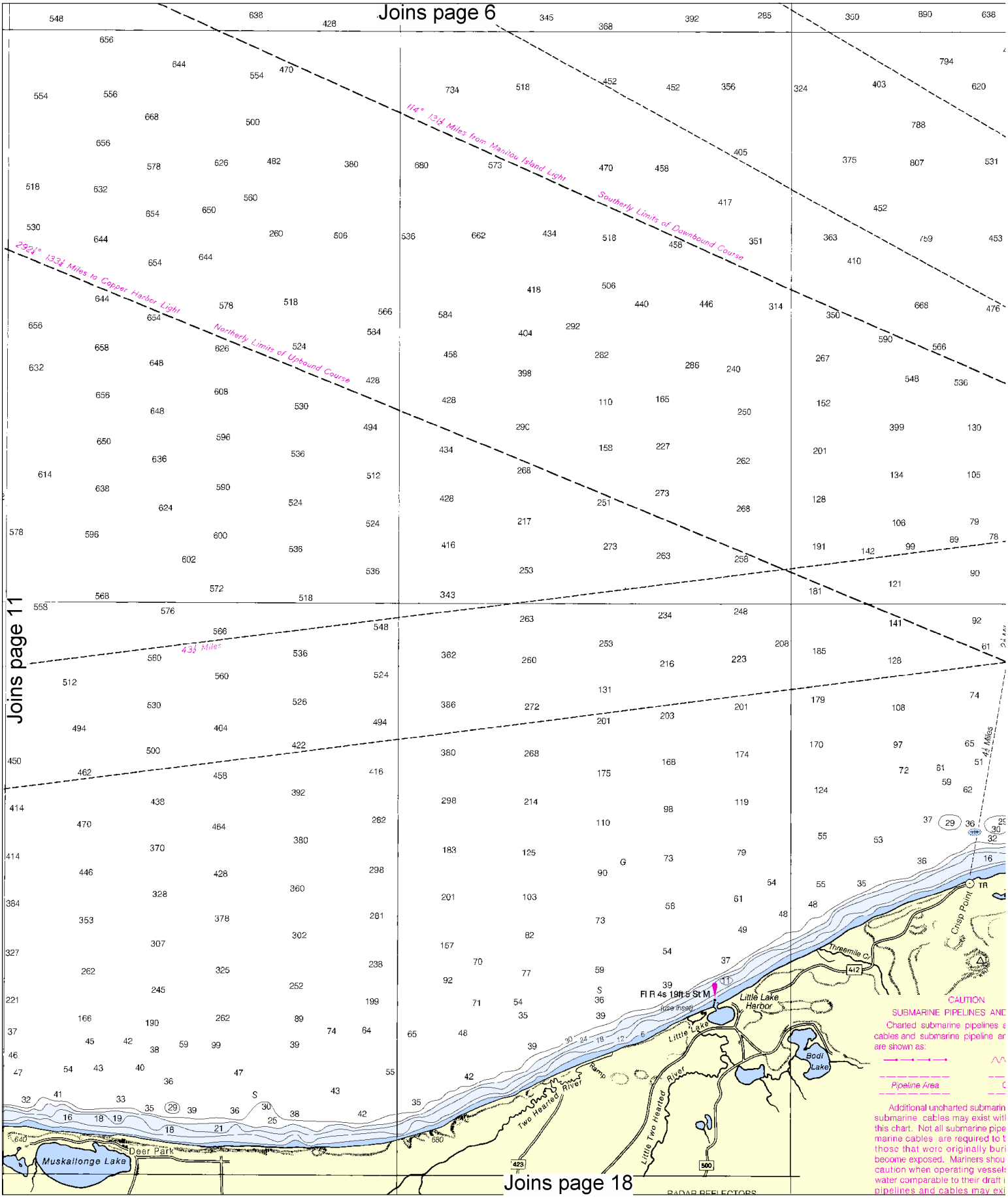
Joins page 15

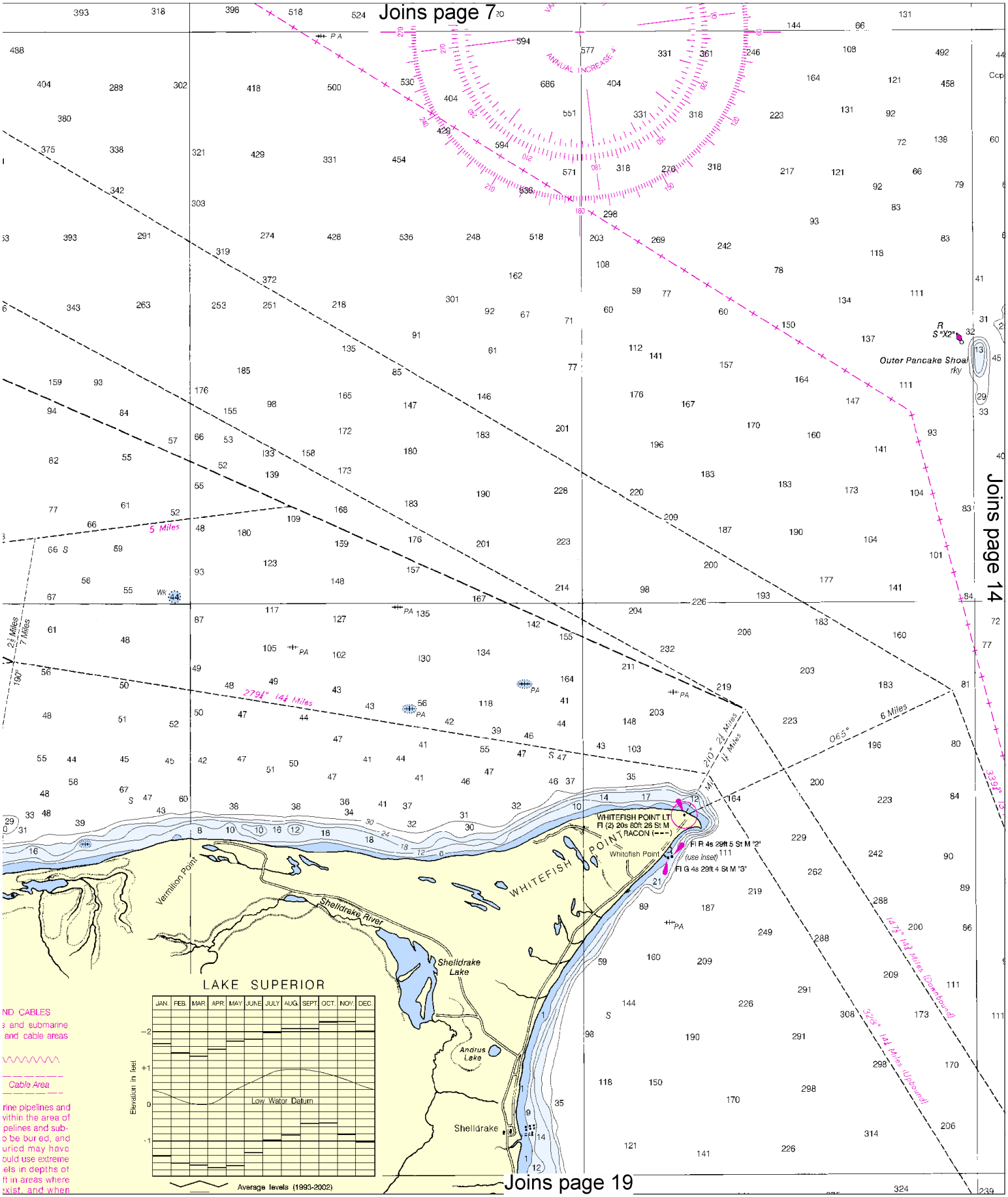

Joins page 4
NO-DISCHARGE ZONE
(see note Z)
47°
46°
50'
46°
40'
JOINS CHART 14963
MAGNETIC
VAR 6°00'W(2004)
ANNUAL INCREASE 5'
2¾ Miles
4½ Miles
180°
Fl 2.5s 40ft 9 St M
HORN
F 54ft 16 St M
NWS SIG STA
CG
(use inset)
Fl 6s 100ft
Joins page 16

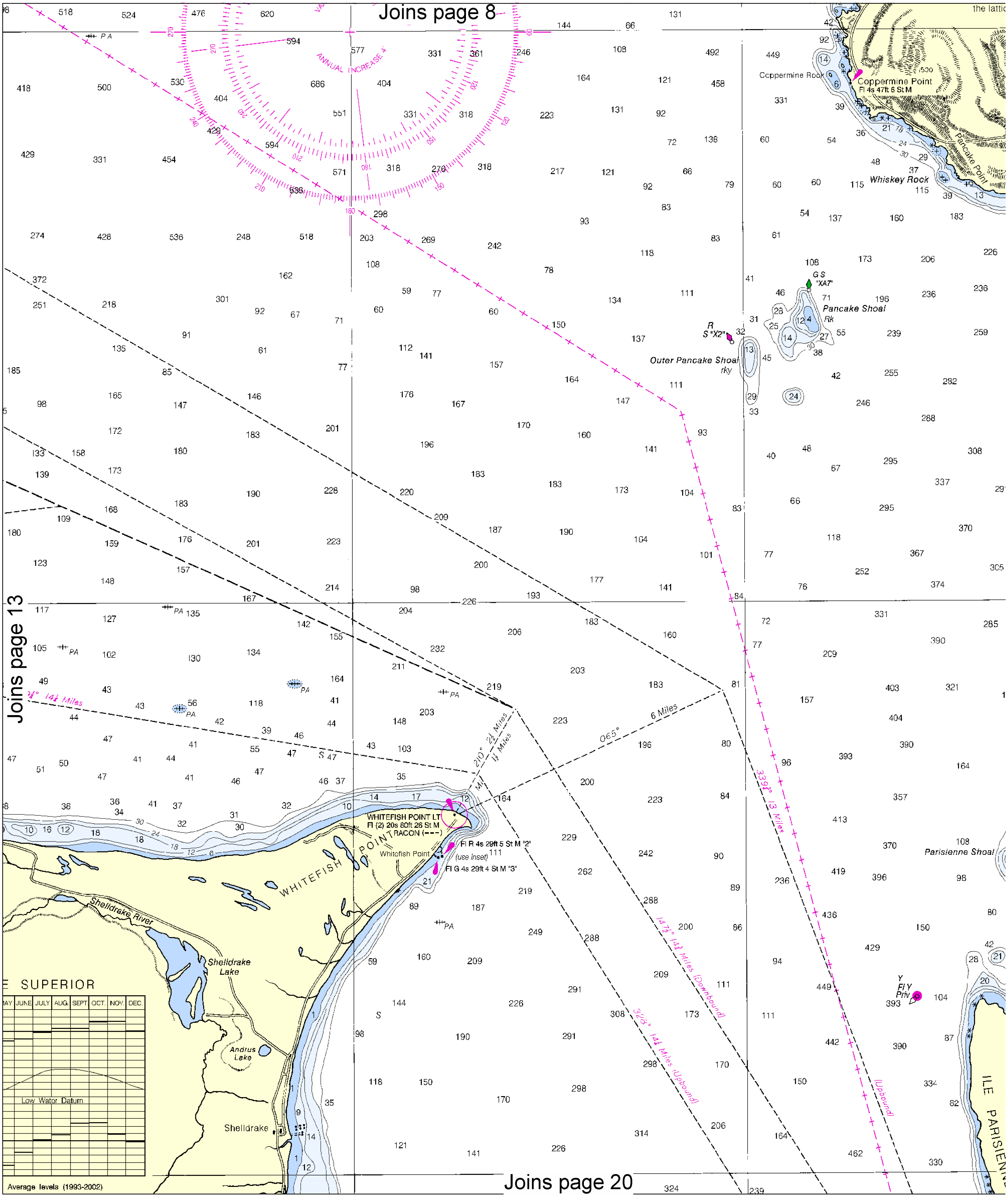
North


Joins page 5
Joins page 12
Joins page 17
114° 13½ Miles from Manitou Island Light
Southerly Limits of Downbound Course
292¼° 13¾ Miles to Copper Harbor Light
Northerly Limits of Upbound Course
082¾° 48¾ Miles (Downbound)
262¾° 43 Miles (Upbound)
43½ Miles
Fl R 4s 19ft 5 St M
(close inshore)
Little Lake Harbor
Little Lake
Two Hearted River
Ramp
Little Two Hearted River
Blind Sucker River
Muskallonge Lake
Deer Park
423
500
RADAR REFLECTORS

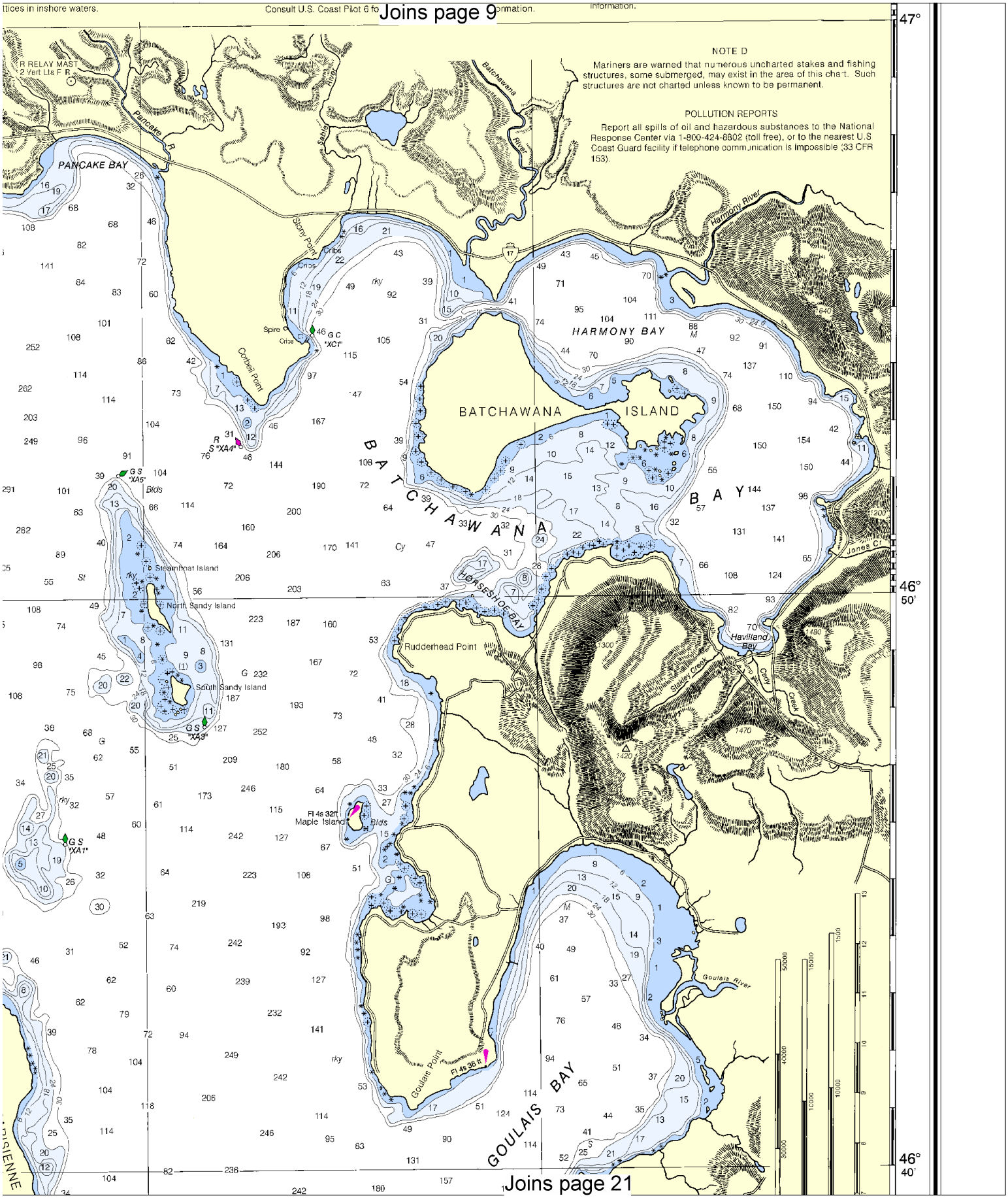

Joins page 6
114° 13¼ Miles from Manitou Island Light
Southerly Limits of Downbound Course
292° 13¾ Miles to Copper Harbor Light
Northerly Limits of Upbound Course
43½ Miles
Joins page 11
Joins page 18
Muskallonge Lake
Deer Park
Two Hearted River
Ramp
Little Two Hearted River
Little Lake
Little Lake Harbor
Fl R 4s 19ft 5 St M
(close inset)
Bodi Lake
Threemile Cr
Crisp Point
TR
412
423
500
30 24 18 12 6
CAUTION
SUBMARINE PIPELINES AND
Charted submarine pipelines a
cables and submarine pipeline ar
are shown as:
Pipeline Area
Additional uncharted submarin
submarine cables may exist witl
this chart. Not all submarine pipe
marine cables are required to t
those that were originally buri
become exposed. Mariners shou
caution when operating vessels
water comparable to their draft
pipelines and cables may exi
RADAR REFLECTORS

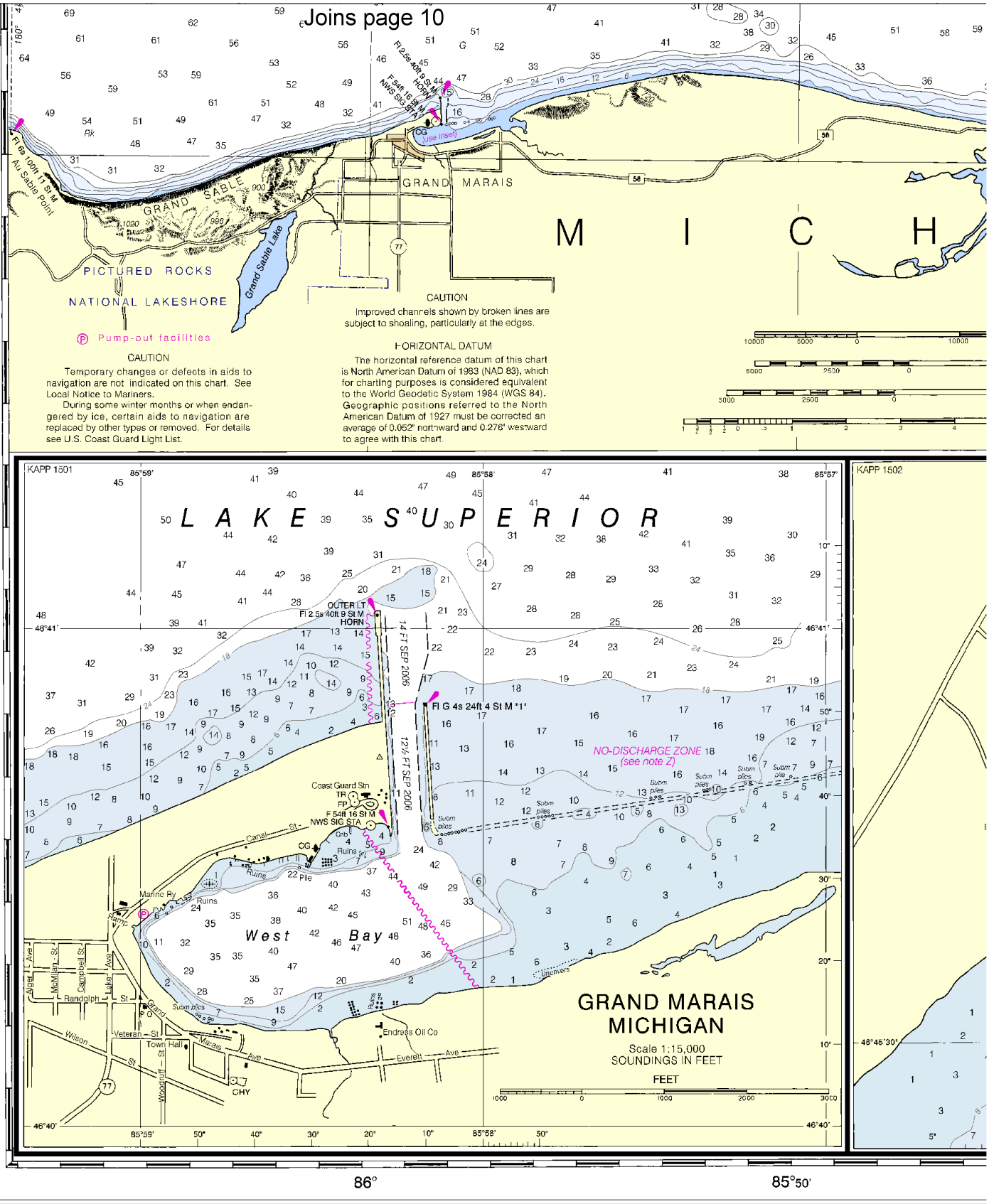
North


Joins page 7
Joins page 14
Joins page 19
Outer Pancake Shoal
rky
WHITEFISH POINT LT
Fl (2) 20s 80ft 25 St M
(RACON (---))
Fl R 4s 29ft 5 St M "2"
(use inset)
Whitefish Point
Fl G 4s 29ft 4 St M "3"
WHITEFISH POINT
Vermilion Point
Shelldrake River
Shelldrake Lake
Andrus Lake
Shelldrake
LAKE SUPERIOR
JAN. FEB. MAR. APR. MAY JUNE JULY AUG. SEPT. OCT. NOV. DEC.
Elevation in feet
Low Water Datum
Average levels (1993-2002)
5 Miles
6 Miles
279° 14½ Miles
065°
210° 2¼ Miles
1½ Miles
190° 2¼ Miles
7 Miles
339°
12.75° 14½ Miles (Downbound)
327.5° 14½ Miles (Upbound)
Cable Area


Joins page 8
Joins page 13
Joins page 20
ANNUAL INCREASE 4'
Coppermine Rock
Coppermine Point
Fl 4s 47ft 6 St M
Pancake Point
Whiskey Rock
G S "XA7"
Pancake Shoal
Rk
R S "X2"
Outer Pancake Shoal
rky
Parisienne Shoal
Y Fl Y Priv
ILE PARISIENNE
WHITEFISH POINT LT
Fl (2) 20s 80ft 26 St M
RACON (---)
Whitefish Point
Fl R 4s 29ft 5 St M "2"
(use inset)
Fl G 4s 29ft 4 St M "3"
WHITEFISH POINT
Shelldrake River
Shelldrake Lake
Andrus Lake
Shelldrake
E SUPERIOR
14¼ Miles
6 Miles
065°
210° 2¼ Miles
1¼ Miles
339½° 13 Miles
147½° 14¾ Miles (Downbound)
328° 14¼ Miles (Upbound)
(Upbound)
MAY JUNE JULY AUG. SEPT. OCT. NOV. DEC.
Low Water Datum
Average levels (1993-2002)

North


ttices in inshore waters.
Consult U.S. Coast Pilot 6 fo
Joins page 9
ormation.
information.
47°
NOTE D
Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S Coast Guard facility if telephone communication is impossible (33 CFR 153).
R RELAY MAST
2 Vert Lts F R
PANCAKE BAY
Pancake R.
Sabler River
Batchawana River
Stony Point
Cribs
Spire
G C "XC1"
Corbeil Point
HARMONY BAY
Harmony River
BATCHAWANA ISLAND
BATCHAWANA BAY
G S "XA5"
Blds
Steamboat Island
North Sandy Island
South Sandy Island
G S "XA3"
G S "XA1"
HORSESHOE BAY
Rudderhead Point
Havilland Bay
Stokely Creek
Carty Creek
Jones Cr.
Fl 4s 32ft
Maple Island
Goulais Point
Fl 4s 36 ft
Goulais River
GOULAIS BAY
46° 50'
46° 40'
Joins page 21



20th Ed., Feb./04 ■ Corrected through NM Feb. 14/04
Corrected through LNM Dec. 16/03

14962

LORAN-C OVERPRINTED

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand

This nautical chart has been designed to promote safe n
Ocean Service encourages users to submit corrections, addit
improving this chart to the Chic², Marine Chart Division (N/
Service, NOAA, Silver Spring, Maryland 20910-3282.

North

Joins page 11

Blind Sucker River
Muskallonge Lake
Deer Park
Two Hearted River
Little Two Hearted River
Ramp
I G A N

RADAR REFLECTORS
Radar reflectors have been placed o
floating aids to navigat on. Individua
reflector identification on these aids ha
omitted from this chart.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sault Ste Marie, MI KIG-74 162.55 MHz (Channel WX-1)

FEET
YARDS
METERS
STATUTE MILES

LAKE SUPERIOR

Fl R 4s 19ft 5 St M

Area subject to shoaling

Fl G 4s 2

Joins page 18

WHITEFISH POINT HARBOR MICHIGAN

Scale 1:5,000
SOUNDINGS IN FEET

FEET

WHITEFISH POINT
Public Docks
Ramp
Brown's Fishery
10 FT JUN 2007
4 FT JUN 2007
Fl R 4s 25ft 4 St M "4"
Fl G 4s 29ft 4 St M "3"
Fl R 4s 29ft 5 St M "2"
NO-DISCHARGE ZONE
(see note Z)
WHITEFISH BAY

LITTLE LAKE HARBOR MICHIGAN

Scale 1:5,000
SOUNDINGS IN FEET

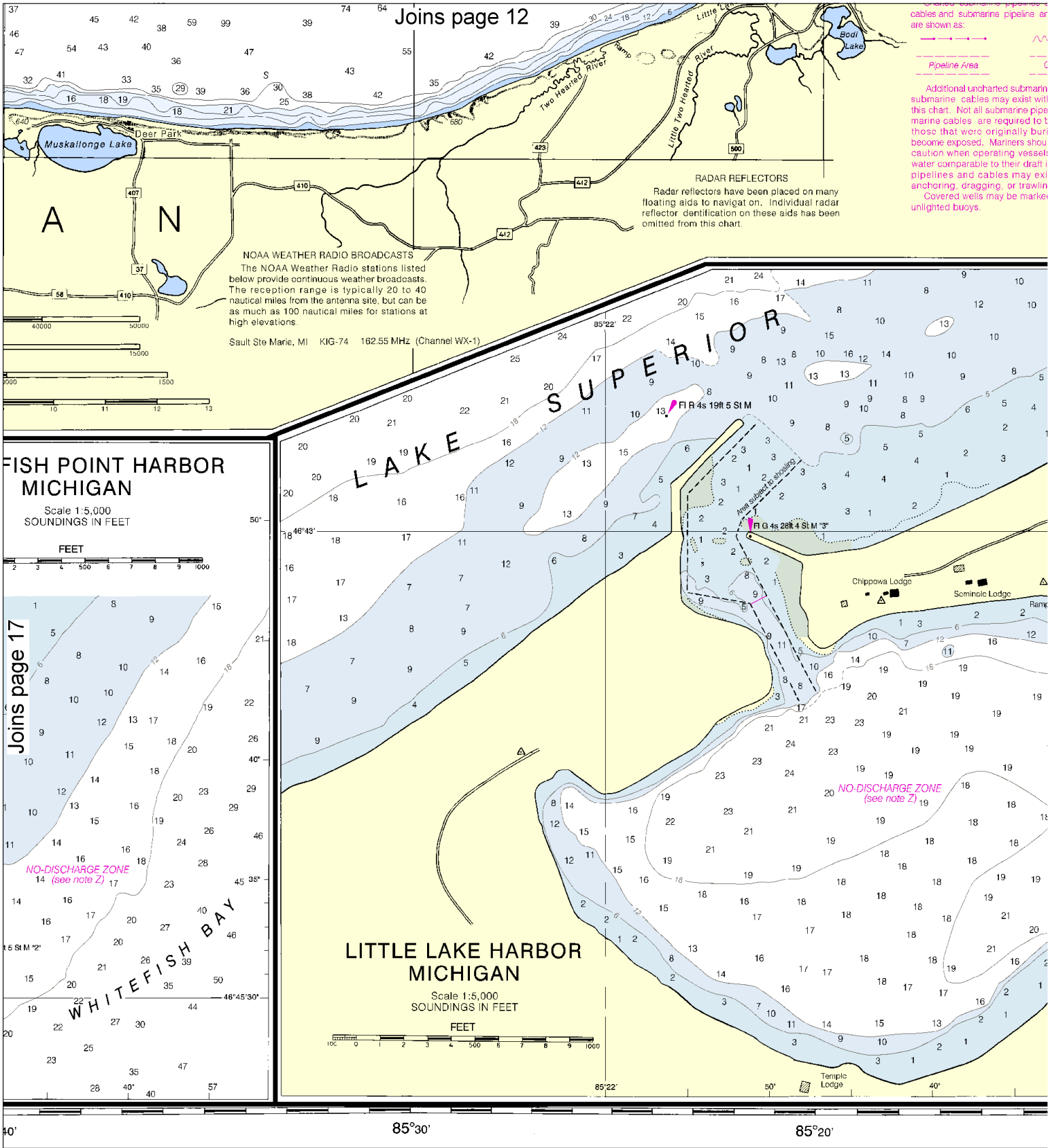
FEET

84°58'
85°22'
46°43'
46°45'30"
85°40'
85°30'

navigation. The National
ditions, or comments for
N/CS2), National Ocean

SOUNDINGS IN FEET

PRINT-ON-DEMAND CHARTS
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before ase as traditional NOAA charts. Ask your chart ut Print-on-Demand charts.

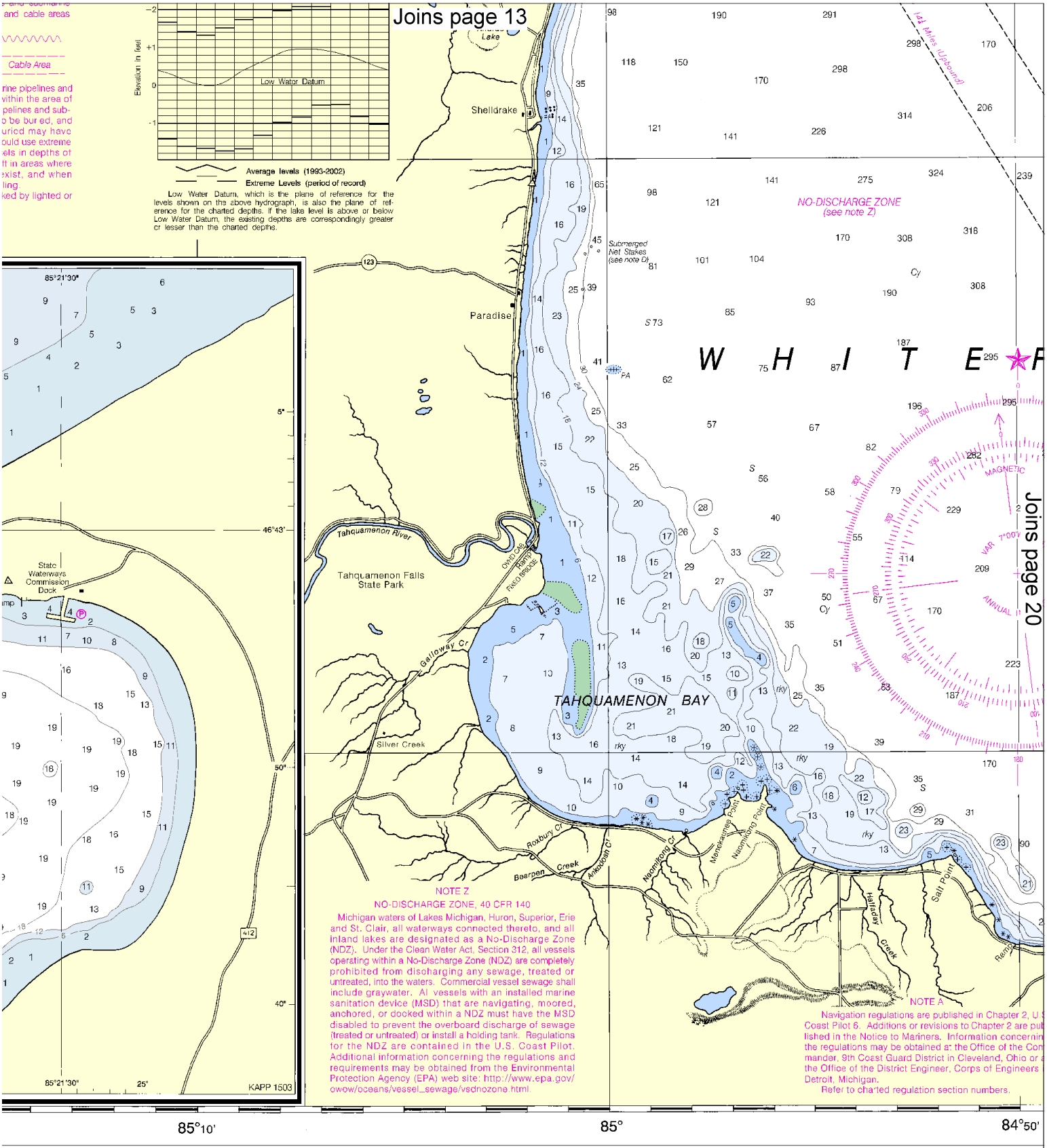


OUNDINGS IN FEET

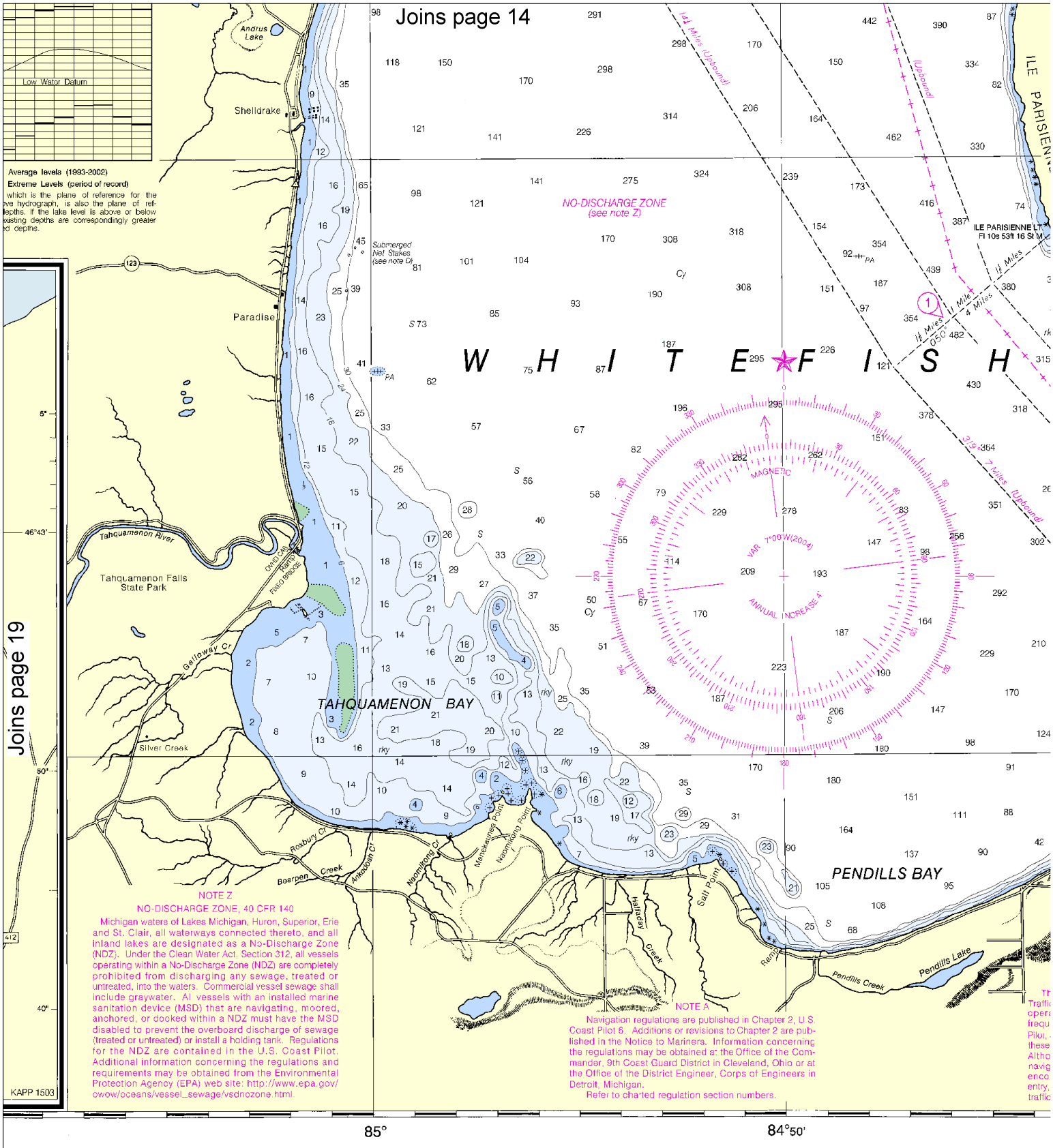
PRINT-ON-DEMAND CHARTS
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when c technology. New Editions their release as traditiona agent about Print-on-Dem

Published at Washingt
U.S. DEPARTMENT OF C
NATIONAL OCEANIC AND ATMOSPH
NATIONAL OCEAN SI
COAST SURVE

North



gton, D.C.
COMMERCE
HERIC ADMINISTRATION
SERVICE
EY



NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html.

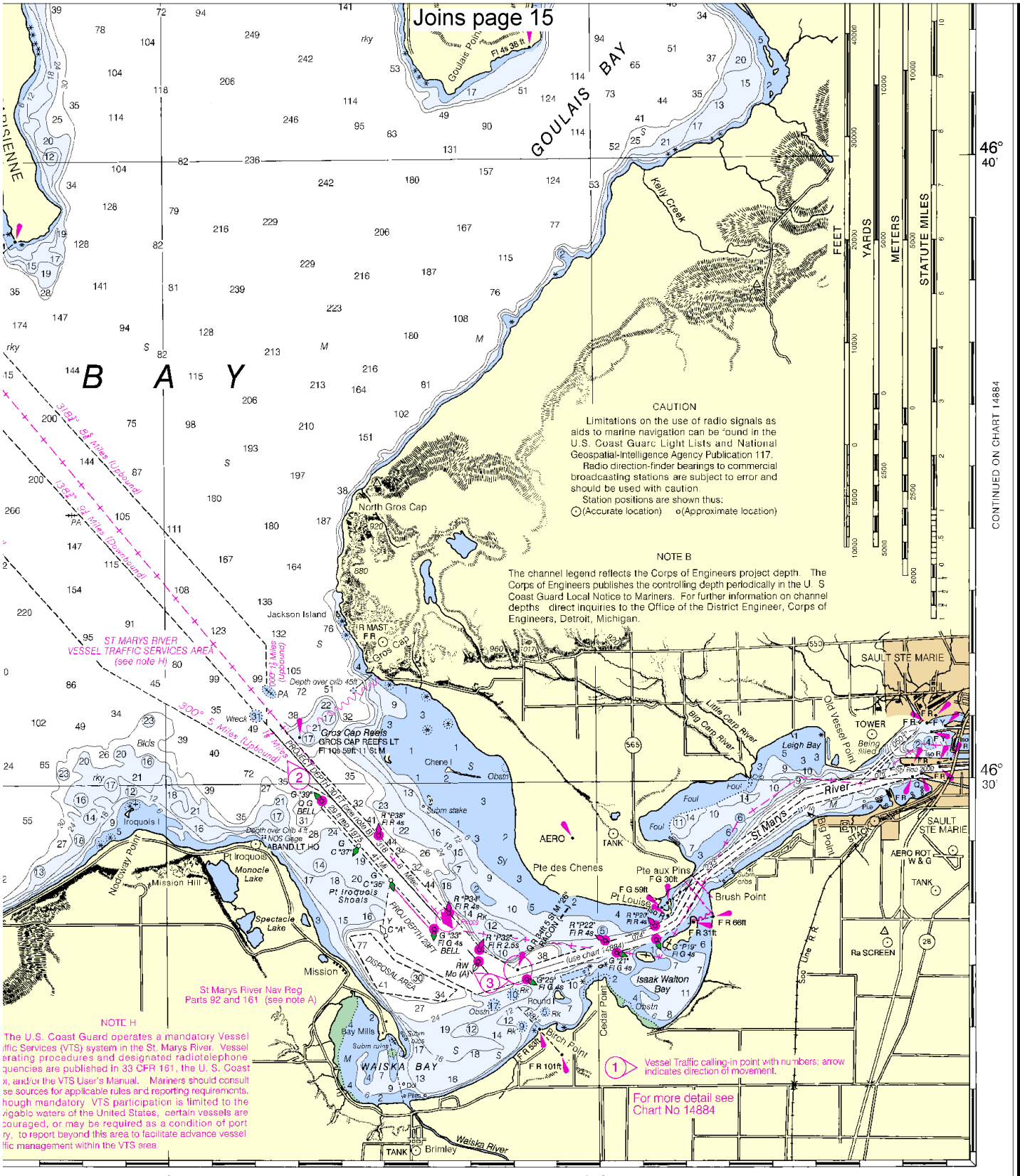
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at: the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

FATHOMS	1	2	3	4	5	6	7	8	
FEET	6	12	18	24	30	36	42	48	
METERS	1	2	3	4	5	6	7	8	9 10 11 12 13 14 15 16

North



St Marys River to Au Sable Point

SOUNDINGS IN FEET -- SCALE 1:120,000

14962

LORAN-C OVERPRINTED

ED. NO. 20
NSN 7642014010598
NGA REFERENCE No. 14XCO14962

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (RCC) – 216-902-6117
Coast Guard S & R (Sault Ste Marie) – 906-635-3230
Canadian Coast Guard (RCC Trenton) – 1-800-267-7270 or 613-965-3870

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.